



V. MORRIS, Cont. Agt.  
Osborn Bldg., 275 Prospect St.

THE  
KING'S  
CO.  
ARMY

# THE KING BRIDGE COMPANY,

## CLEVELAND, OHIO.

IRON AND STEEL BRIDGES, VIADUCTS, TURNTABLES, GIRDERS,  
BUILDINGS, EYE BARS,  
ELEVATED RAILROADS AND STRUCTURAL WORK OF ALL KINDS.

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EVERY CLASSICS AT 840 K58 1892

# THE KING BRIDGE COMPANY,

CLEVELAND, O.

HAVING one of the largest Bridge and Structural Iron and Steel Plants in the country, covering an area of 155,000 square feet, and having had an experience of thirty years in manufacturing and erecting Bridges and structural work, we are enabled to offer the most complete facilities for doing first-class work and in the shortest possible time.

Valuable improvements have been made from year to year in the style and detail of our Bridges. It has been our aim and desire to give our patrons the benefit of these improvements, and our long experience gives us the advantage of being able to build the best Bridges that can be manufactured.

Correspondence is solicited, and estimates and plans will be furnished to parties who contemplate building bridges.

Applications for estimates should state the number of spans, length of each span; width of roadway; whether sidewalks are required or not, on one or both sides, and

their width, probable height of Bridge from bed of stream; distance from nearest railroad station; kind of lumber desired for joists and flooring, and what lumber will cost per foot and delivered at the Bridge; capacity required, &c.; or, if Railroad Bridge, weight of engine and specifications to be used.

This information will enable us to estimate more closely the cost of the structure.

The opinion has prevailed in some sections that our work is confined wholly to the larger and more expensive Bridges, but such is not the case. We build each year a great many short spans upon the Low Truss plan.

We shall be pleased to give notice of lettings at all times when sealed proposals are to be received, and will endeavor to be represented by an agent at the time of letting. We have special arrangements with the leading Rolling Mills and inspectors of the country for the manufacture and inspection of our iron and steel, and we use nothing but the best of material. Having added to our Works the latest improvements in machinery, we are prepared to build Bridges at as low prices as good work can possibly be done. It is to the advantage of towns, counties and Railroads to



contract with a company of established reputation and responsibility, and one that controls and operates large works of its own, rather than to deal with contractors who are obliged to sublet their work to the smaller shops, not having the necessary experience in Bridge construction.

We build different styles of Iron and Steel Piers, Abutments, &c., which are used a great deal and give the best satisfaction—being found more economical in sections of the country where stone is scarce and expensive.

Iron and Steel Bridges of our make are now in use in every State and Territory in the Union—being well known in Maine, California and Texas, as well as all the Middle and Western States ; also in Canada, Mexico and South America.

As there is no longer any question but that Wrought Iron and Steel are the materials out of which the coming Bridges are mainly to be built, the point to be decided by the purchaser is where to get the best Bridge for his money ; and the question suggested to his mind is, what is required for a good Bridge? We will undertake to answer:

A good Bridge requires, first of all, that it shall be of a good design, and that its parts shall be properly proportioned, and its details carefully worked out. To this end, we employ competent engineers, skilled in their profession, who figure plan and oversee all these points in the most careful manner, and insure our patrons first-class work at the start.

Next, a good Bridge requires the best material, and we not only take the greatest pains in buying such, but we also have testing machines for small as well as full size sections, and thoroughly test the iron and steel sent us. Our customers can, therefore, rely on getting good material in their Bridges.

A good Bridge requires to be well made. We have one of the largest shops, equipped with the most improved machinery, and have therefore every facility for doing the best of work. Every machine is under the direction of a skillful mechanic, competent foremen, and the whole supervised by able engineers, so the manufacture is of the best that can be produced.

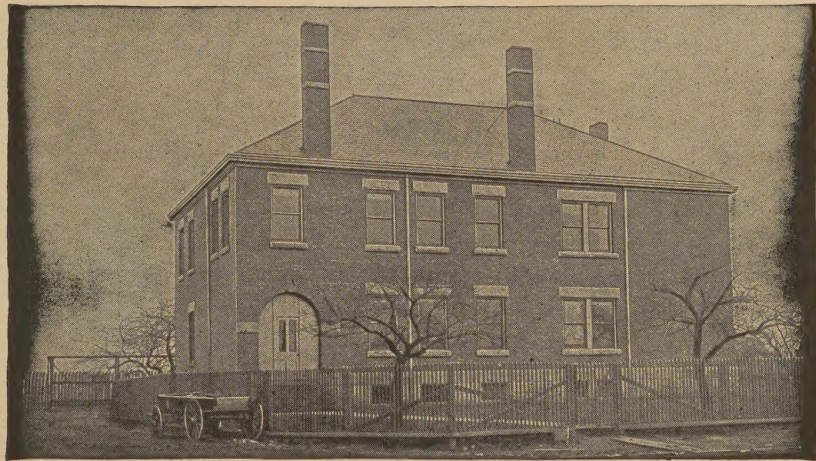
A good Bridge requires next, to be well erected, to be put in place in the best and most workmanlike manner, to be neatly finished and painted, so that it may be an ornament to the locality it occupies. This requires skilled and careful men, and we employ only such; so those who purchase Bridges of us may rely upon it that they will be erected in first-class manner.

We furnish iron and steel structural work for Buildings, Roofs, Furnace Plants, Mills, &c., or where any style of fire-proof construction is desired; also Hoisting and Conveying Machinery for handling ore, coal, &c.

We have recently added a plant for the manufacture of Steel Eye Bars by the latest and most improved methods, and are now one of the very few Bridge manufacturers making this class of material.

The accompanying illustrations will give an idea of our plant; also a few of the different styles of Bridges and other forms of structural work we have built in various parts of the country.





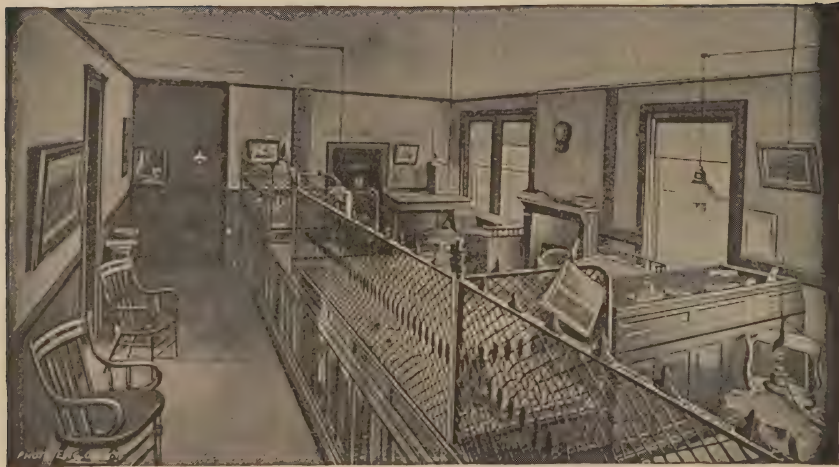
OFFICE.



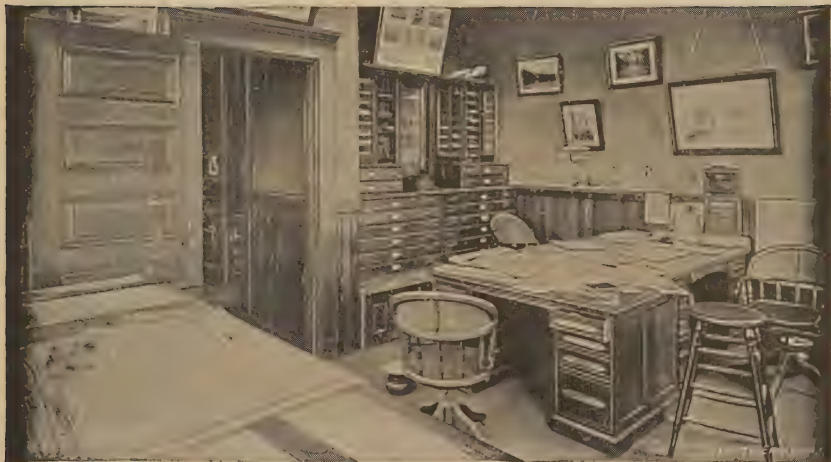
OFFICE—PRESIDENT'S AND VICE PRESIDENT'S ROOMS.



OFFICE—SECRETARY'S AND TREASURER'S ROOM.



OFFICE—BOOKKEEPER'S ROOM.



OFFICE—ENGINEER'S ROOM.

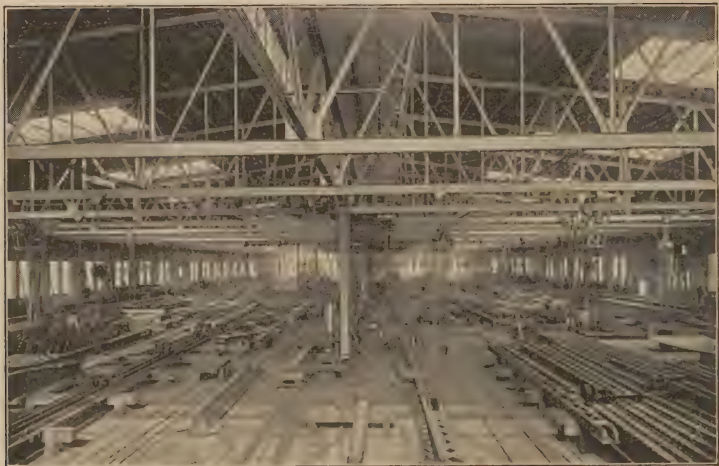




OFFICE—DRAUGHTING ROOM.



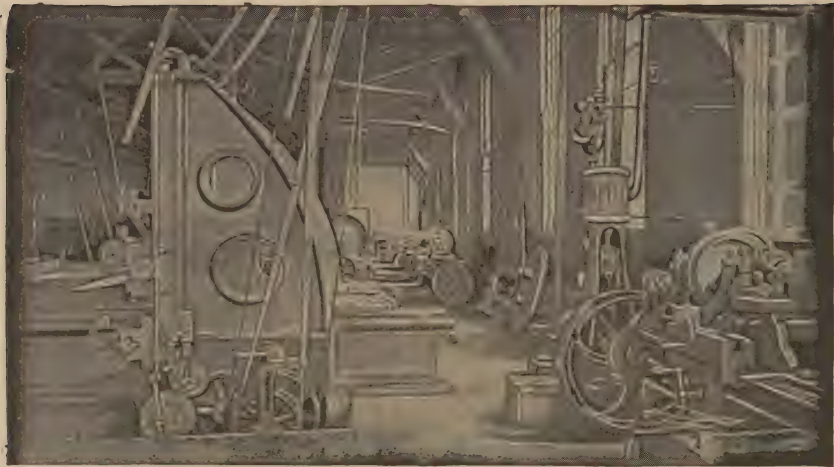
NEW RIVETING SHOP.



INTERIOR OF NEW RIVETING SHOP.



INTERIOR OF PATTERN AND TEMPLATE SHOP.

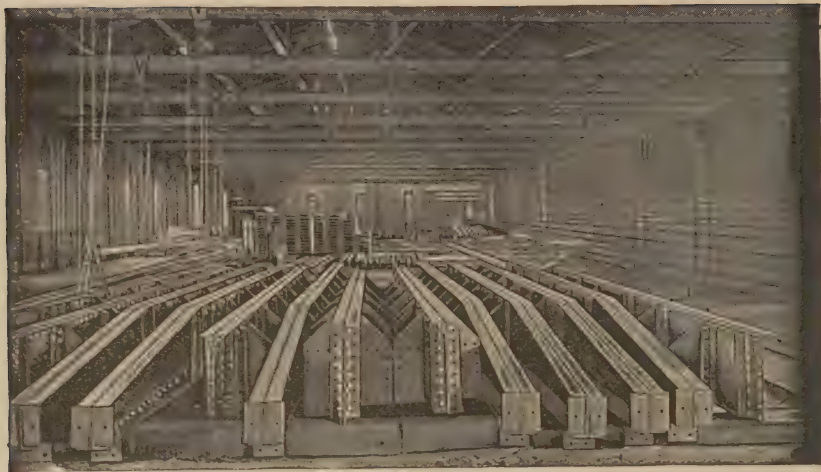


VIEW IN MACHINE SHOP, SHOWING PLANER.





GENERAL VIEW OF FORGE SHOP.



LOADING SHED.

Loading and Painting done under Cover.



CLEVELAND CENTRAL VIADUCT. BUILT 1887-8.

Total length Cuyahoga Valley portion,  $2\frac{4}{7}$  ft. Walworth Run portion,  $10\frac{1}{2}$  ft. One Roadway, 40 ft.  
Two Sidewalks, 8 ft. each. Elevation of Roadway above level of Cuyahoga River, 101 ft.



BRIDGE OVER HARLEM SHIP CANAL, ON KINGSBRIDGE ROAD, NEW YORK, N. Y.  
Length of Draw Span 208 ft. 7 in. Length of Approach Spans 162 ft. each.  
Roadway 33 ft. 6 in. Two walks, 7 ft. each.



BRIDGE OVER THE HARLEM SHIP CANAL, ON KINGSBRIDGE ROAD, NEW YORK, N. Y.  
Length of Draw Span, 268 ft. 7 in. Length of Approach Spans, 102 ft. each.  
Roadway, 33 ft. 6 in. Two walks, 7 ft. each.



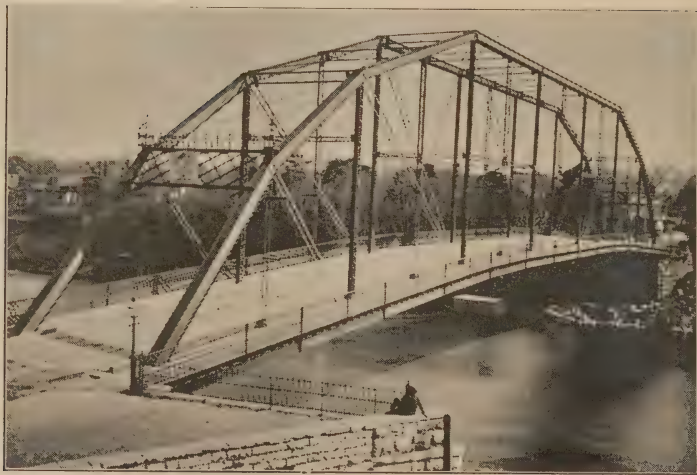


BROOKLYN-BRIGHTON VIADUCT, CUYAHOGA CO., OHIO.  
Extreme length, 1542 ft. Roadway, 29 ft. 6 in. Two walks, 7 ft. each.



CENTRAL BRIDGE OVER OHIO RIVER, AT CINCINNATI, OHIO.

Total length, 2916 ft. Cantilever Channel Span, 520 ft. Roadway, 24 ft. Two walks, 7 ft. each.



ST. CLAIR STREET BRIDGE, FRANKFORT, KY. OVER THE KENTUCKY RIVER.  
Length, 410 ft. Roadway, 24 ft. Two walks, 6 ft. each.



ILLINOIS CENTRAL, R. R. TRAIN SHED AT CENTRAL STATION, CHICAGO, ILL.  
Length, 610 ft. Width, 140 ft.



CENTRAL BRIDGE, CINCINNATI, OHIO.

One River Arm and Half the Suspended Span of Cantilever Erected, Newport Side.





DRAW BRIDGE OVER TIDAL CANAL, OAKLAND HARBOR, CAL.

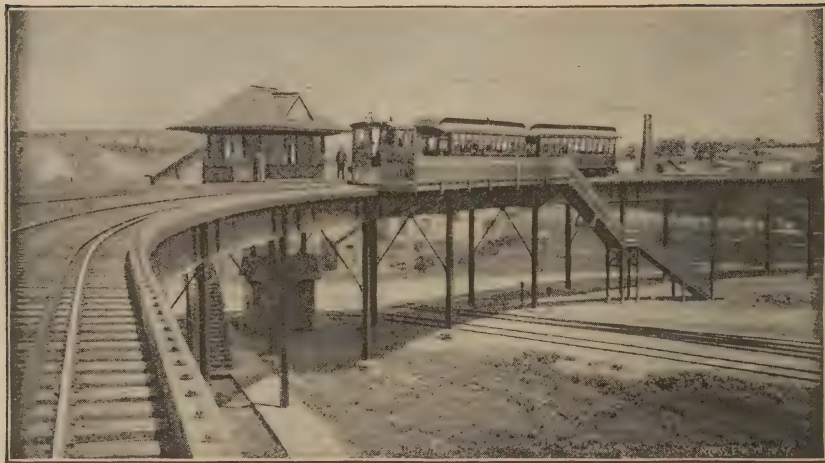
Draw Span 315 ft. 6 in. Approach Spans, 33 ft. 9 in. each. Roadway 25 ft. clear. Sidewalks, 6 ft. each.



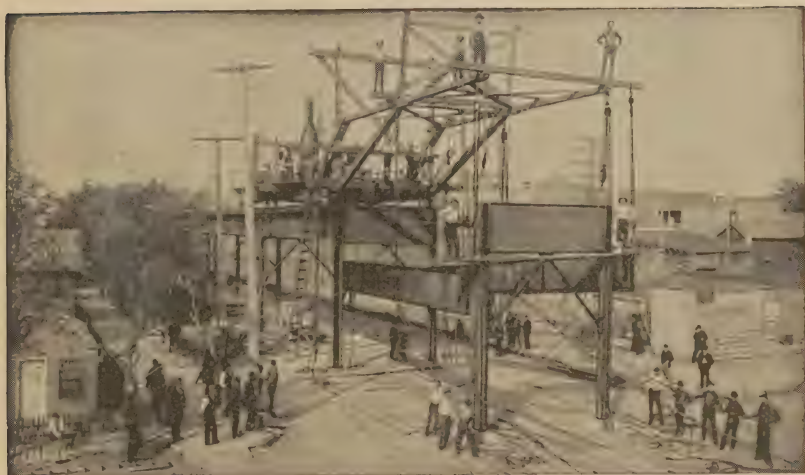
BRIDGE ACROSS THE WABASH RIVER AT CICOTT ST., LOGANSPOET, IND.  
Four Spans, 140 ft. each. Roadway, 20 ft. Two Sidewalks, 6 ft. each.



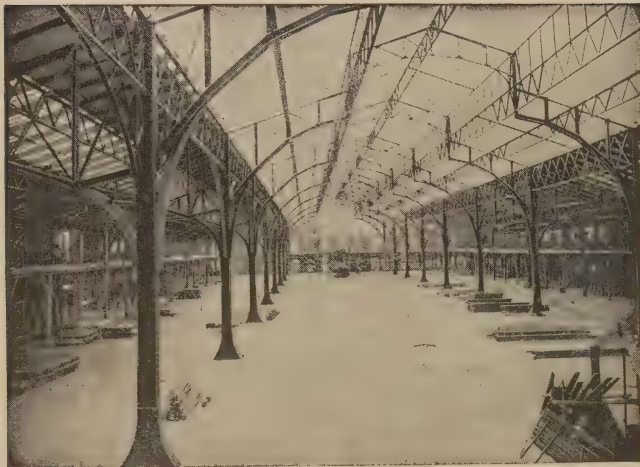
BRIDGE AT CEDAR AVENUE ENTRANCE TO DRUID HILL PARK, BALTIMORE, MD.  
Length of Arch Span, 150 ft. Total length, 348 ft. 9 in. Roadway, 21 ft. Sidewalks, 8 ft. each.



DIVISION ST. CURVE OF THE SIOUX CITY RAPID TRANSIT COMPANY'S  
ELEVATED RAILWAY, SIOUX CITY, IOWA.



ERECTION OF THE SIOUX CITY RAPID TRANSIT CO'S ELEVATED RAILWAY. SIOUX CITY IOWA.



ERECTION OF STEEL WORK OF MINES AND MINING BUILDING,  
WORLD'S COLUMBIAN EXPOSITION, CHICAGO, ILL.





DRILL ROOM ROOF ARCHES FOR THE CENTRAL ARMORY, CLEVELAND, OHIO.  
Span, 120 ft., center to center of pins. Rise, 52 ft. 6 in., center to center of pins.



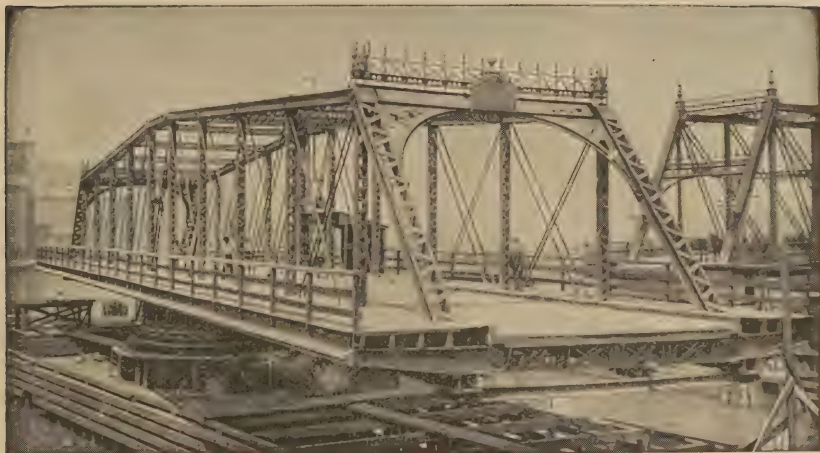
L. S. & M. S. RAILWAY THROUGH PLATE GIRDER BRIDGE OVER STATE STREET, ERIE, PA.  
Main Span, 64 ft. 8 in. End Spans, 21 ft. each. Double track.



WROUGHT IRON VIADUCT, TWELFTH STREET, CHICAGO, ILL.  
Three Spans, 114 ft. each. Two Roadways, 19 ft. 6 in. each. Two Sidewalks, 6 ft. 6 in. each.

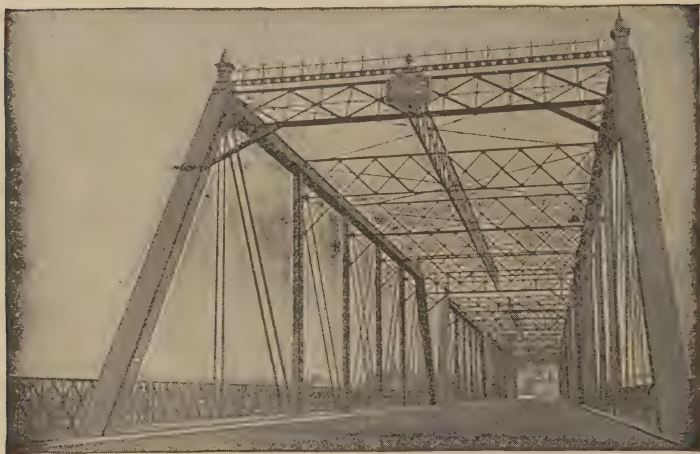


BRIDGE ACROSS CHAGRIN RIVER AT WILLOUGHBY, OHIO.—L. S. & M. S. RY. CO.  
Two Spans, 90 ft. each. Double track.



EIGHTEENTH STREET DRAW BRIDGE, CHICAGO, ILL.

Length. 173 ft. Roadway, 21 ft. Walks, 7 ft. each.



BRIDGE ACROSS THE MISSISSIPPI RIVER AT TWENTIETH AVE., MINNEAPOLIS, MINN.  
Four Spans, 200 ft. each. Roadway, 36 ft. Two walks, 6 ft. each.





N. Y., C. & ST. L. R. R. DECK PLATE GIRDER BRIDGE OVER FOREST ST., CLEVELAND, O.  
Span, 83 ft. 6 in. Double track.

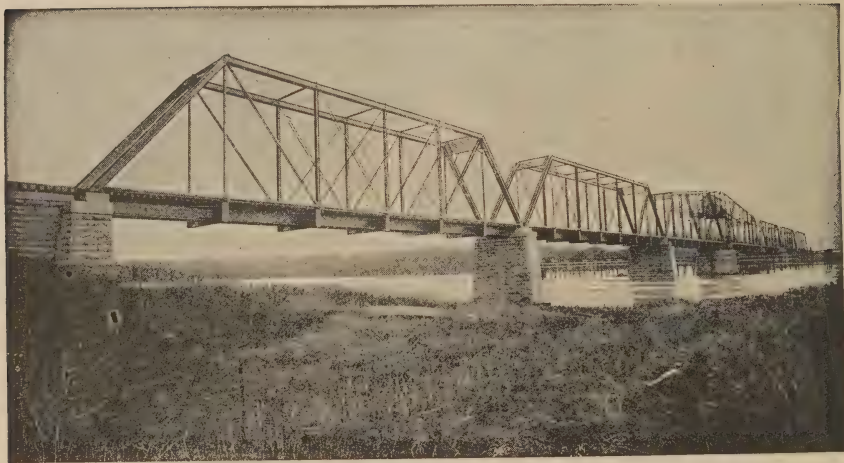


BRIDGE OVER LAKE IN BUFFALO PARK, BUFFALO, N. Y.  
Length, 105 ft. Width, 55 ft. Floor covered with Asphalt.



BRIDGE ACROSS STONY CREEK AT PARMA, CUYAHOGA COUNTY, OHIO.

One Span, 44 ft. Roadway, 16 ft.



BRIDGE OVER ILLINOIS RIVER, PEORIA, ILL., ON THE P. & P. U. R. R.

One Span, 125 ft. Four Spans, 150 ft. Draw Span, 300 ft. Single track.

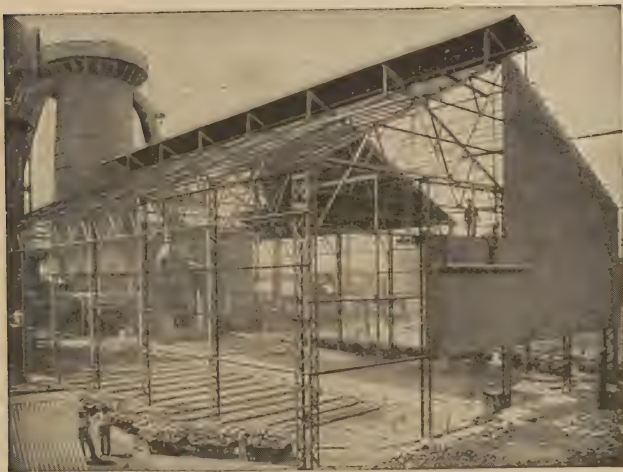


BRIDGE AT WASHINGTON, D. C.—FOR THE UNITED STATES GOVERNMENT.  
One Span, 70 ft. Roadway, 27 ft. Two walks, 5 ft. each.

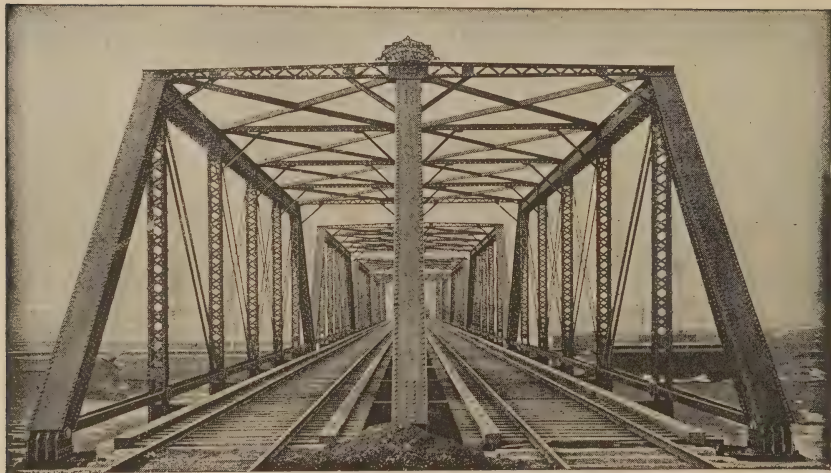


BRIDGE OVER GREENBRIER RIVER, C. & O. R'Y, NEAR ROUCEVERTE, W. VIRGINIA.  
Four Single Track Spans, 104 ft. 5 in., center to center.





THOMAS FURNACE COMPANY'S CAST HOUSE, NILES, OHIO.



D. L. & W. R. R. CROSSING OVER W. S. R. R. AT EAST BUFFALO, N. Y.

Four Spans, 114 ft. each. Double track.



SWING BRIDGE AT ADAMS STREET, CHICAGO, ILL.  
One Span, 254 ft. Two Roadways, 21 ft. each. Two walks, 8 ft. each.



STEEL SUSPENSION BRIDGE AT GRAND AVENUE, ST. LOUIS, MO.  
Length Approaches, 150 ft. each. Central Spans, 400 ft. Roadway 30 ft. 2 in. Walks, 8 ft. 6 in. each.



BRIDGE OVER LICKING RIVER BETWEEN COVINGTON AND NEWPORT, KY.  
Total length, 1281 ft. Channel Span, 360 ft. Roadway, 21 ft. Sidewalks, 5 ft. each,



EXTERIOR VIEW OF SHERIFF ST. MARKET & STORAGE CO'S MARKET HOUSE, CLEVELAND, O.  
During Construction. Iron and Steel Work Furnished and Erected by the King Bridge Co.

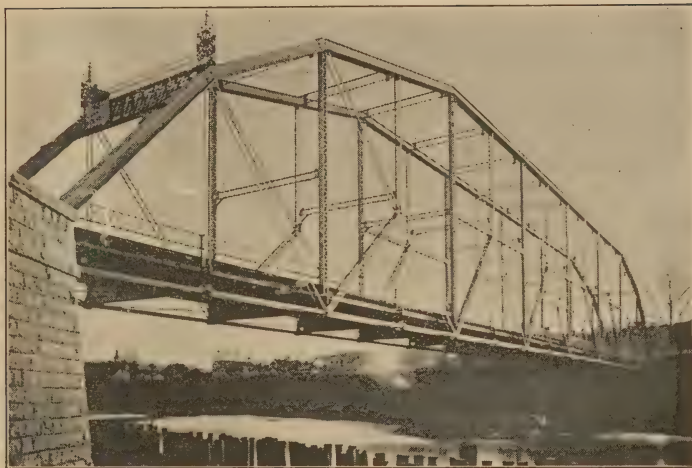


AWNING AT SHERIFF STREET MARKET & STORAGE COMPANY'S  
MARKET HOUSE, CLEVELAND, O.





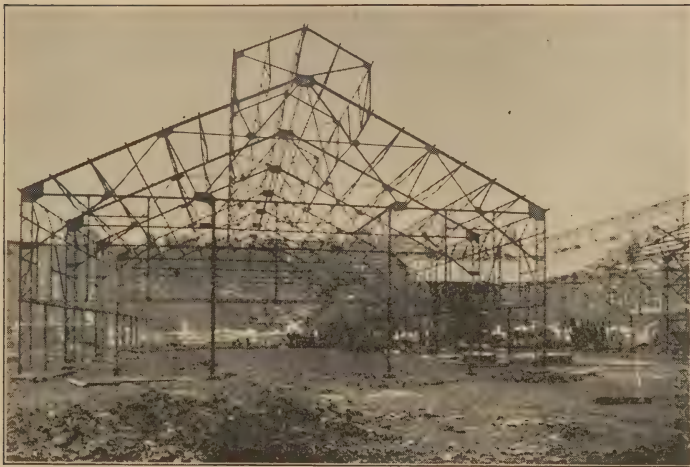
CANTILEVER BRIDGE OVER WILLAMETTE RIVER, ALBANY, OREGON.  
In course of construction. Total length, 1965 ft. Cantilever Span, 400 ft. Roadway, 20 ft. One walk,  $4\frac{1}{2}$  ft.



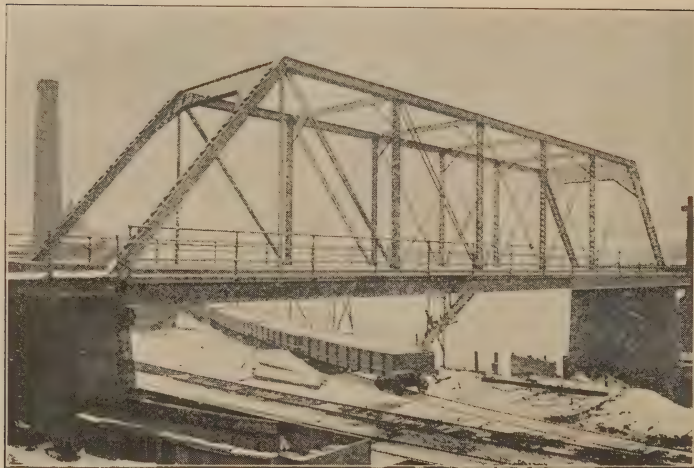
HIGHWAY BRIDGE AT MIAMITOWN, HAMILTON CO., OHIO.  
Over Miami River. Length, 442 ft. Roadway, 24 ft.



ORE HOISTING AND CONVEYING MACHINERY FOR P. S. & L. E. R. R. CO., AT CONNEAUT, O.  
Span between Towers, 180 ft. Cantilevers, 90 ft. Aprons in front, 30 ft.



BROWN TONNELL IRON COMPANY'S ROLLING MILL, YOUNGSTOWN, OHIO.  
Two Main Buildings, 60x220 ft. Connecting Buildings, 60x50 ft.



BRIDGE OVER VALLEY R. R. TRACKS ON JEFFERSON STREET, CLEVELAND, O.

Length, 115 ft. 6 in. Roadway, 16 ft. Two walks, 4 ft. 6 in. each.



TRESTLE NO. 154 C. L. & W. R. R., NEAR FLUSHING, O.

Fifteen 32 ft. Spans, one 60 ft. Span. Total length, 540 ft. Height, 55 ft. Grade, 1.15% Alignment. Curve 4°.



NORTH RAVINE ARCH BRIDGE IN LAKE PARK, WILWAUKEE, WIS.  
50 ft. Clear Span.





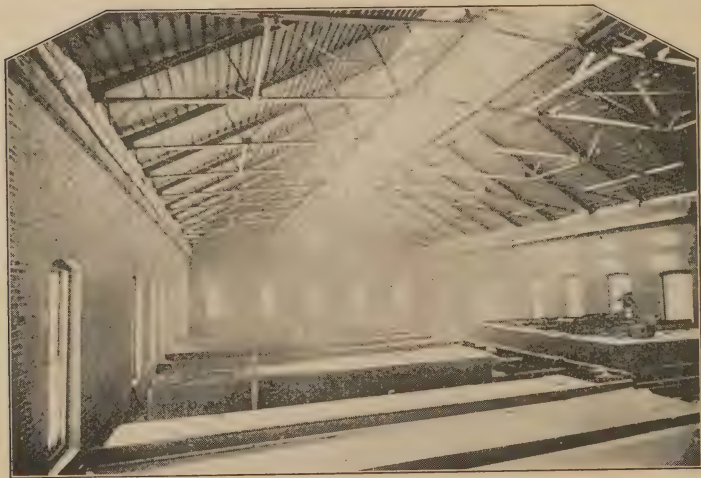
CANTILEVER BRIDGE OVER YOUGHIOGHENY RIVER AT BOSTON, PA.  
Shore Arms, 150 ft. each. River Span, 350 ft. Roadway, 81 ft. Walk, 5 ft.



HIGHWAY BRIDGE AT VENICE, HAMILTON CO., OHIO.  
Length, 363 ft. Roadway, 24 ft.



BRIDGE OVER LOUP CANAL NEAR CASINO, BELLE ISLE PARK, DETROIT, MICH.  
Length, 50 ft. Roadway, 24 ft. Sidewalks, 8 ft. each.



PURIFIER HOUSE, PEOPLES GAS LIGHT CO., CLEVELAND, OHIO.



SECOND STREET LIFT BRIDGE. DAYTON, OHIO.  
Over Miami & Erie Canal. Length, 45 ft. Roadway, 50 ft. Two walks, 8 ft. each.



BROADWAY BRIDGE, DAYTON OHIO, OVER WOLF CREEK.  
Length, 162 ft. Roadway, 24 ft. Two walks, 6 ft. each.



L STREET DRAW BRIDGE, BOSTON, MASS.  
Length, 127 ft. on center line. Width, 55 ft., center to center of Girders.





WATER TOWER AND TANK.

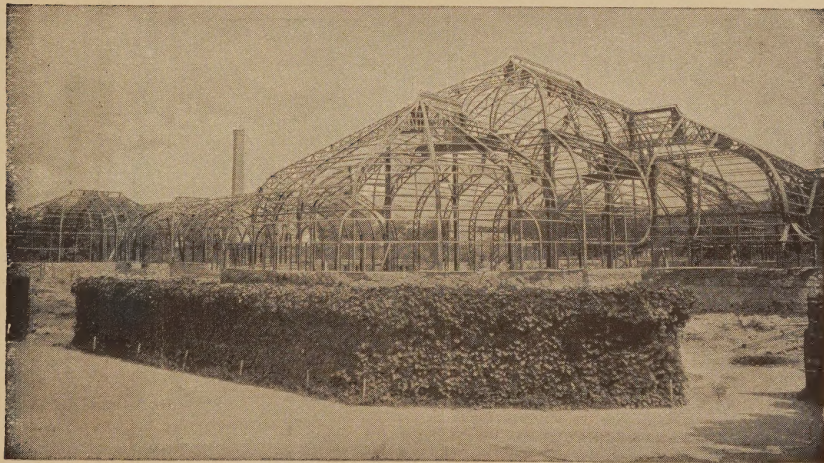
At W. H. Corning's Lake Shore Place, Cleveland, O.



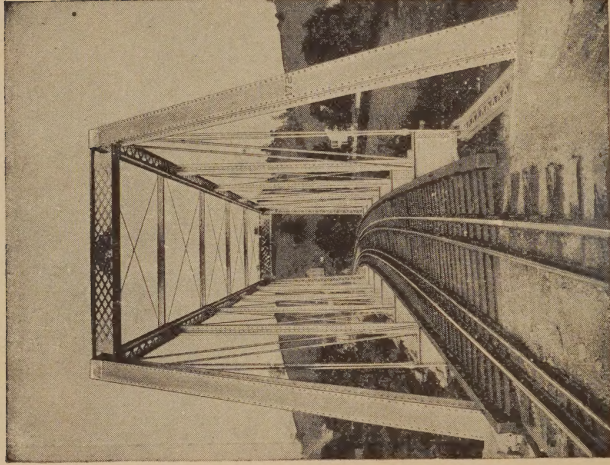
100 FT. DECK PLATE GIRDER.



GRAND STAND FOR CLEVELAND DRIVING PARK CO., GLENVILLE, O.  
Length, 374 ft. Width, 83 ft. Seating Capacity, 5,000.



STEEL FRAME WORK FOR PALM HOUSE IN LINCOLN PARK, CHICAGO, ILL. 1891.



BRIDGE NO. 172, OVER TANNER'S CREEK, NEAR GUILFORD, INDIANA. C. C. C. & ST. L. RY.

Length, 138 ft.  $2\frac{1}{2}$  in. Skew  $69^{\circ} 27'$ . Curve  $5^{\circ}$ .

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ANNUAL CAPACITY 20,000 TONS FINISHED WORK.

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